

REGIONAL LAND TRANSPORT PLANS

MAY 2014



What you need to know and do, by when – for developing plans as part of the 2015-18 NLTP

BACKGROUND

Regional land transport plans (RLTPs) are the Regional Transport Committee's document that sets out how they'll optimise their land transport programme, including aspects outside the NLTP. The plans include all land transport activities a region intends to progress over a six-year period.

When Auckland Transport or a Regional Transport Committee adopt an RLTP, they must be satisfied it's consistent with the Government Policy Statement on Land Transport. This is a new requirement under the 2013 Land Transport Management Act (LTMA) Amendment.

RLTPs should be outcome focused, optimised across the whole-of-transport-system, demonstrate a one-network approach including activities or journeys that have inter-regional significance, show value for money, and have a clear strategic case for planning and investment.

We're looking for RLTPs to be developed by local and regional partners working together to identify the key priorities and outcomes that they want from a collaborative planning process.

This work will already be underway and over the next few months, it's time to start testing and confirming key outcomes and priorities through applying the Business Case Approach (BCA), supported by evidence.

FACTORS TO CONSIDER WHEN DEVELOPING RLTPs

Form and content

RLTPs are six-year documents that provide strategic context and direction for each regional programme. Key considerations include:

- developing a significance policy to prioritise significant activities
- developing the front end strategic case using BCA principles
- having a programme of activities, not just projects, with clear linkages between all activities and agreed outcomes, eg relationship between investing in different modes and activities funded outside the NLTP
- setting out land transport objectives, policies and measures for at least 10 financial years
- considering the infrastructure implications and/or public transport service improvements that are needed to support growth areas
- considering the feasibility and affordability of alternative regional land transport objectives
- identifying performance measures that will be used to monitor activities.

We're continuing to build capability to use evidence and geospatial technology to better understand key investment focus areas. You can use the recently published geospatial maps to help with your planning – these show, at a high level, the opportunities and risks by outcome area across the country. The maps are a work in progress, and provide an update of the National Transport Planning Overview (NTPO) that was part of the November signals pack.

APPLYING THE BUSINESS CASE APPROACH

The BCA is one of the new processes we're implementing to improve how we plan and invest for transport.

All RLTPs need to apply the principles of the BCA in a fit for purpose way relative to the size and complexity of the programme. This will help to demonstrate a clear strategic case for investment; and make sure that through testing and optimisation, programmes identify optimal activities to invest in.

We're committed to using this approach to support stakeholders working together to focus on identifying the problem, consequences and benefits associated with the problem, and the wider strategic context, before deciding what interventions may be required.

A business case is built progressively with decision points along the way to determine whether the investment is worthwhile in relation to the outcomes sought.

Using this approach to collaborate with our partners offers the best opportunity to make the right investments, at the right time, in the right way and at the right price. The focus is on defining issues with the biggest consequences in a region and better understanding their relative priority, which is a change from the approach of regional land transport strategies.

Due to long project lead times, a transitional approach will be taken for this NLTP, focusing on strategic cases and programme business cases.

We encourage you to:

- apply the principles of the BCA to test and confirm priorities and outcomes – using the strategic case process will help to define the main problems with the biggest consequences in the region and have a view of their relative priority
- collaborate with the Transport Agency throughout the process, particularly at the strategic and programme business case stages.

For the 2015-18 NLTP, anything new at the strategic level must follow the BCA.

The diagram that follows provides a high level summary of how the BCA can be applied to RLTPs.

Visit our KnowledgeBase (<https://www.pikb.co.nz/>) for information about the way we work, including our planning and investment principles; and for detailed guidance on developing RLTPs and applying the business case approach.

You'll need to register to get notifications of updates.

Outcomes we want to achieve

Undertake a fit for purpose problem, opportunity and consequence assessment for the network, informed by:

- strategic context: LTMA, GPS, regional and local strategies and outcomes, planning and investment signals, key journeys
- stakeholder input, including thorough problem definition and benefits workshops (ILM).

Strategic assessment:

- Agrees problems, outcomes and demonstrates clear investment story for the RLTP to clarify where and on what investment should focus on.



Optimise and test programmes to deliver right activities, right time, right price

Identify alternatives and options, develop range of possible programmes, identify preferred programme of activities, informed by:

- strategic case and stakeholder input RLTP and LTP public consultation
- processes and tools to test and optimise programmes: activity management plans, ONRC, network operating plans, Safe System approach, PTOM
- consideration of funding, consistency with GPS, outcomes of FAR review, local government long-term planning.

RLTP programme

- Proposed programme identifying optimal activities, timing, price, aligned to right level of service and standards to invest in.



Delivery programme:

Develop and test preferred programme and detailed implementation plans identifying optimal activities, timing, price, aligned to right level of service and standards to invest in.

RESOURCES AND TOOLS

The following information and resources are available to help you.

- Geospatial maps showing a high level view of the opportunities and risks by outcome area across the country are available on our website.
- The NLTP timeline (A3 overview) – outlines key timeframes, actions and guidance for working together to develop RLTPs and the NLTP.
- Optimisation factsheet – provides guidance on optimising programmes focusing on integrated planning, differentiating the network, and showing value for money – so that we work together to do the right things at the right time for the right price.

TIMING

Draft GPS released for engagement	June 2014
Remaining TIO templates released, eg PT, RLTP submissions	July 2014
Final GPS expected to be released	August 2014
Target date for draft local programmes (to be able to meet deadline of final RLTPs on or prior to 30 April 2015)	September 2014
RLTPs will be approved by RC/AT and lodged with us via TIO	30 April 2015
Any region with uncommitted R funds not assigned to specific projects, will need to identify projects in TIO by now, to utilise R funds.	30 June 2015
RLTPs will be published	31 July 2015